

THE BOMBAY COURIER.

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[VOL. XL.]

TUESDAY, 9 JULY, 1833.

[NO. 2256.]

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MILITARY ARRIVALS AND DEPARTURES.
ARRIVALS.
Captain Reid, 12th Regt. N. I.
Lieut. J. Leslie, Horse Artillery, from Poonah.
DEPARTURES.
Lieut. George Fulljames, 25th Regt. N. I. to Poonah.
Major F. Schuler, Golundanze, to Nuggur.

SHIPPING REPORT.
ARRIVALS.
None since our last.
DEPARTURES.
July 5th.—Ship John Stamp, John Young, Master, to Liverpool.
Passengers.—One time-expired Soldier, and two Children.

LIST OF SHIPPING IN THE HARBOUR.
HON'BLE COMPANY'S SHIPS.—Thames, Lady Melville, Farquharson, and Herewardshire.
HON'BLE COMPANY'S SLOOP OF WAR.—Elphinstone.
HON'BLE COMPANY'S BRIG OF WAR.—Tigra.
HON'BLE COMPANY'S STEAMER.—Hugh Lindsay.
HON'BLE COMPANY'S SCHOONER.—Shannon.
FREE TRADERS.—Combrin, Sarah, Ranger, Minerva, Egyptian, Diamond, Hall, Elizabeth, Charles Kerr, Hero, and Majestic.
COUNTRY SHIPS.—Futty, Eslam, John William Dare, Maria, Discovery, Lord Castlereagh, Asia Felix, Cyrene, Sir Charles Malcolm, Hamoodi, Minerva, Ann, Valasondram, Ann Fellis, Louisa, Sumdaney, Glenelg, and Pittambee.
PORTUGUESE.—Consolida, and Amelia.

THE COURIER.

TUESDAY, 9 JULY, 1833.

Upon the subject of Steam communication, which we observe continues to occupy a large share of the attention of the Calcutta editors, we have little to add in our present number, except that it continues to wear as favorable an aspect as its supporters could reasonably anticipate. The subscriptions here amount to nearly half a lakh of rupees, and we have no doubt before the week is out, will exceed that sum. In Madras they steadily increase in amount, and the reports from the outstations of that presidency are of the most favorable nature. In Calcutta 35,000 rupees have already been subscribed; and, from a letter lately received from that city, it appears we may depend upon the residue of the old fund, collected in 1823, and amounting to upwards of £3,000 as soon as our progress here is such as to justify the persons in whose care it has been placed, in transferring it to us. Should the new subscribers in Calcutta, therefore, come forward and assist us with their funds, as we may reasonably expect, the sum already available for the purchase of the proposed Steamboat, is but little short of a lakh and twenty thousand rupees.

We were led to expect from general rumour, that some allusion would be made in the charge to the Grand Jury at the commencement of the present sessions, to the changes which, it is understood, are shortly to be made in the police of Bombay. As nothing of the kind, however, took place, we shall take this opportunity of noticing them, as far as they have yet been publicly ascertained; and should there be any errors in our statement, shall feel obliged to any one that will take the

trouble of correcting them. In the first place, then, we understand that a union of the two Police offices of the Fort and Centre division, and the abolition of the Mahim police, as a separate body, are to form the groundwork of the new plan, according to which, there is to be but one Police office for the whole island. In this office two magistrates are to sit alternately throughout the day, from an early period in the morning, until late in the afternoon, for the purpose of preventing the delay and detention of persons and property which now and then take place according to the present system, by the attendance of magistrates in Court during the sessions, and by their absence upon the executive duties of their office. This strikes us as a most judicious arrangement; and, with the exception of the inconvenience it must occasion to the people of Mahim, Sion, and Parell, is unobjectionable in every respect.

The next change in importance, consists in the separation of the administrative and deliberative functions which are now exercised by the same person. The superintendence of the constabulary force, for instance, is to be confided to a single individual, while the stipendiary magistrates, like those of the metropolitan districts at home, are to be employed exclusively in the judicial duties of their office. This change also, we have no doubt, will prove highly beneficial, as the division of labour which it will occasion, must, in the natural course of things, lead to greater efficiency, both on the part of the superintendent and magistrates, than can possibly exist where the duties of the two offices are combined.

In the minor departments of the police, alterations of almost equal importance are contemplated. These consist in the introduction of European agency of a better description than that at present employed, and in some way on other, which we do not comprehend, in engaging the services of heads of castes, and natives of influence, on behalf of the police. The great difficulty we believe to this part of the plan is the increased expense it will occasion; and this we fear is likely in some measure, if not entirely, to defeat it; for Government are by no means prepared, it is said, to increase their present large expenditure on account of this branch of the public service, and His Majesty's Justices have not sufficient means at their disposal to carry the change into execution without giving up some of the most useful of their disbursements. The consequence is evident. The alteration must either be relinquished, or funds raised in some extraordinary manner for the purpose of effecting it. What the result will be we cannot say. But, much as we approve of the plan, we have no hesitation in asserting it would be preferable, as a public measure, to abandon it altogether, rather than resort to some of the methods mentioned for carrying it into operation. Rumours are afloat for instance, that a subscription list is to be handed round among the natives with the view of raising the necessary funds, and there can be no doubt from the source which the proposed alterations originate, that it would soon be filled up. The motive for subscribing, however, in this case, would not be a public spirited one, but merely the fear of offending in a quarter in which the natives of substance in this island are peculiarly anxious to create a favorable impression;—in short, such a measure would be little better than the application of a thumb-screw to any suitor in the Supreme Court. This view of the case perhaps may never have struck the public spirited individual who is understood to be exerting himself in a most laborious manner for the purpose of improving the police of the island; but it is nevertheless the only one in which an application to natives for support, in any plan in which he is interested, can be regarded.—There is one other measure for the same purpose, which has been much noticed of late, and which we cannot overlook on the present occasion. It is the reduction of the salary, or rather, of the emoluments enjoyed by an officer under the justices, to an amount so small, that it would be equivalent to a deprivation of office. How this could ever be carried into effect but by the justices themselves, (who we have no doubt would never entertain it) we cannot imagine; but it is certain that it has been threatened for the purpose of increasing the funds applicable to the police; and we must say, therefore, under the peculiar circumstances of the case, that an act of greater hardship could scarcely be perpetrated; for it would deprive an individual, and an invalid, of his only means of support. This, however, we acknowledge would not be a sufficient argument against it if the measure were of urgent necessity; but when it is considered that it is to secure a doubtful advantage at best, and that, while its immediate effect would be to ruin the present occupant of the situation, it would render the proper and zealous discharge of the duties of his office in future a questionable matter, we cannot but consider it as impolitic as it is harsh.

MADRAS.

The Honorable Company's Chartered Ship *Larkins* left Gravesend on the 20th of March, and the Downs on the night of the 21st, with permission to land Passengers at Madras. The Ship was taken up for the express purpose of conveying to Calcutta two Iron Steam Vessels with their machinery, constructed for the East India Company, and adapted to the Navigation

of the Ganges. One of the two Vessels, the *Lord William Bentinck* was launched and tried on the Thames in October last, her length is 125 feet, her breadth of Beam 22—and her power equal to sixty Horses obtained from two Engines with Oscillating Cylinders. The draft when laden with 15 tons of Coal was 23 inches, and her speed nine Miles per hour; experiment has proved her to be capable of towing astern of her an Accommodation Boat of equal dimensions, which at the same draft will embark a weight of seventy (70) Tons.—*Madras Male Asylum Herald*, June 27.

Those who take an interest, and who is there to whom such a feeling is a stranger, in the enterprising *Lander* will peruse with avidity the subjoined brief narrative of the progress of his African Expedition.

"The John Dougan, White, master, is arrived from Africa, and brought letters from the Liverpool mercantile expedition to the Niger, under the direction of Mr. Richard Lander. That enterprising traveller reached Cape Coast Castle on Sunday, the 7th of October last, in 72 days from Milford. The vessels had called at the Isle de Los, Sierra Leone, and other places, for the purpose of procuring supplies of fuel for the two steamers. Several cases of fever had occurred, but no deaths in consequence had taken place. At Cape Coast every attention had been shown by Governor Maclean, and the several officers there. Mr. Lander has been so fortunate as to procure Pascoe, and the other natives who had accompanied him in his perilous undertaking to trace the mysterious Niger to its termination, and these persons are to proceed with him. He has also been able to engage two individuals from the Eboe country, one of whom is the son of a king in that district, and both of them not only speak, but read English, and must therefore be of great utility. The iron steam-boat *Alburka* is a most useful vessel, remarkably cool and dry, and sails exceedingly well. The expedition had experienced very bad weather, having been six weeks in the rainy season, with severe lightning, which runs down the sides of the *Alburka* into the water, the iron acting as a conductor thereto. The ships were to sail from Cape Coast about the middle of October, and would not stop at any place, but proceed direct up to the Rio Nunez into the Niger. We are happy to say that Mr. Lander was in excellent health, and very sanguine of ultimate success. The next accounts must be highly interesting, and are anxiously looked for."—*Ibid*.

CALCUTTA.

STEAM NAVIGATION.

MR. CROTCHET JUN. Money being all that is wanted to regenerate society, I will put into the hands of this company a large sum for the purpose. Now let us see how to dispose of it. MR. MACQUEEDY. We will begin by taking a committee-room, where we will dine together once a week, to deliberate.

MR. TOOGOOD. Build a grand co-operative parallelogram, with a steam-engine in the middle for a maid of all work.

MR. CROTCHET, JUN. Pray, gentlemen, return to the point. How shall we employ our fund.

MR. PHILPOT. Surely in no way so beneficial as in exploring rivers. Send a fleet of steam boats down the Niger, and another up the Nile. So shall you civilize Africa and establish stocking factories in Abyssina and Bamba.

THE REV. DR. FOLLIOTT. With all submission, breeches and petticoats must precede stockings. Send out a crew of Tailors. Try if the King of Bambo will invest inexpressibles.

MR. CROTCHET, JUN. Gentlemen, it is not for partial, but for general benefit, that this fund is proposed; a grand and universally applicable scheme for the amelioration of the condition of man.

OMNES. That is my scheme. I have not heard a scheme but my own that has a grain of common sense.

MR. TRILLO. Gentlemen, you inspire me,—your last exclamation runs itself into a chorus, and sets itself to music. Allow me to lead and to hope for your voices in harmony.

After careful meditation, And profound deliberation, On the various pretty projects, which have just been shewn

Not a scheme in agitation For the world's amelioration, Has a grain of common sense in it, except my own.—*[Ben. Hurk. June 21.]*

CROTCHET CASTLE.

There is no foundation for the rumour that has been abroad for some days, of the Right Honorable the Governor General's intention to proceed to Madras on H. M. M. *Magicienne*; indeed we learn that the affairs of Mysore which were understood to be the cause requiring His Lordship's presence on the Coast, are in satisfactory train of reparation and adjustment under the discreet management of Colonel Morrieson. A searching investigation is reported to have taken place into the causes of the late *emutes*, or to speak more plainly—desperate rebellion in that country. Some attribute the disorders to mismanagement on the part of the *Ex-Resident*; and others, to the unfortunate and inconsiderate relinquishment of the reins into the hands of an incapable and profligate Prince, upon some of

the non-interference or *anti-subsidiary* theories, which are one and all, in our opinion more romantic than solid, more for the good of the few than of the many, when largely considered.

Indeed, for our own part, notwithstanding all the impassioned declamation of *INDOPHILUS* the "*demolisher*," we continue unmoved in our belief that the subsidiary system was forced upon us by our political and military position; and that it is a small evil compared with that great ultimate good, to which end it has been, and continues to be, one of the great means. It follows that we cannot help considering every relinquishment of British influence or authority—however acquired by those who went before us—with our allies, be they Rajpoot, Maharratta, Oude, Decannee, or Mysorean, as a political moral and military fault. Every step towards such abandonment, we set down as a distinct retrograding in the beneficent march of Indian civilization, notwithstanding Colonel Tod and his Edinburgh Review Puffer.

Our expectations of raising a large sum for Steam communication are very sanguine, because independent of the sum now raised being larger already than what was raised in 1823, if we deduct the contributions of the government and the large agency houses—we think that profiting by experience, the public seem now better to understand the mode in which they are most likely to insure success. In expressing this opinion, however, we would guard against being thought to concur with PRUDENS, in resting it on the historical fact to which he refers. It is quite true, that India did raise 37 lakhs of rupees in 1799 to assist Mr. Pitt in his war against France; but the subscription was raised by means we hope never to see resorted to again. It is well known that in those days of proscription, to decline any contribution for alleged patriotic purposes which the "powers that be" solicited in a manner too significant to be misunderstood, was to become a marked man, so that no one ventured to refuse. The times are changed—and therefore we must not reason so confidently from the past to the present—because such means can never be resorted to again. Still why should we doubt that we may raise a very large sum for an object so much worthier of Indian support, if those means which are equally laudable and practicable, be vigorously employed. Surely if pains be taken to explain to the natives at all the different stations, that the object they are asked to promote is one likely to be of immense advantage to their country, there are many of them who will contribute something however trifling—never mind though it be but one anna, and in this way we say again, that we are confident a large sum may be raised.

A great deal has been said about its being the duty of the government to establish this communication. We have all along contended that government ought to do it, on account of its immense political importance, even at a considerable pecuniary sacrifice; but have we not sufficient evidence of the hostility of the present home government to the measure? and though we fully concur in the propriety of petitioning, why should we wait four years for the doubtful issue of such an appeal, when we can, if we vigorously apply our own shoulder to the wheel, at least establish one good vessel to the Red Sea in half the time? while we know that when that is done the admiralty will make arrangements for the conveyance of our mails between Malta and Alexandria. We hope, however, that the Committee will be instructed to make an application at once to the local government. If it refuses to assist such an object while it has a crore of rupees in its treasury, let us at least be enabled to prove by an official document that it has done so. Let us have the discreditable refusal, to use a homely phrase "in black and white," it will strengthen our appeal to the national government.

But be the answer what it may, let us still agitate for contributions, let us get up a large fund, and let the meeting this afternoon guard against any application of it to any, but the main object, by the rules already suggested.—*Ben. Hurk. June, 22.*

NOTICE ON THE TRADE OF PERSIA.

CHAPTER IV.

STATE OF COMMERCE IN PERSIA.—It is an old and unjust remark that the Persians are not a trading nation, and have ever evinced equal timidity in adventures of navigation and commerce. The extent of trade which may be carried on through an inland country, must always be limited as compared with one which possesses a sea coast and harbours. In these Persia is not altogether wanting, but her population neither navigates the sea which washes her southern shores nor the Caspian that approaches her capital. The shipping of both is in the hands of foreigners who have it in their power to lead the taste of the country by the nature of their exports and to increase their quantity as occasion and opportunity present themselves. Persia is well supplied with goods of European fabric both Russian and English, which stand in much the same relative estimation in this country as they do in Bokhara. English manufactures are preferred to those of any other nation, and as the Persians dress well, their country is perhaps the best mart for their exportation in Asia. It is nevertheless very remarkable, that the British merchant here encounters a greater share of competition than in any other country, and I cannot but think that it is greatly owing to the

reimissness, and inattention of the English themselves.

2.—**ROUTE OF THE COMMERCE AND THEIR ADVANTAGES.**—It is not intended that we should here enter on an account of the general commerce of Persia, nor is it a subject on which the deficiency of our information requires any such essay. My own attention has been particularly directed to its northern trade, but we shall be shedding a better light upon that portion by sketching the whole of the routes of commerce into the kingdom. The intercourse between Russia and Persia, is principally carried on by the ports of the Caspian, but there are also routes both east and west of that sea by which its commodities reach the country, Meshid in Khorasan is supplied with many Russian articles by way of Bokhara. Tabreez and Tehran likewise receive them by way of Tiflis and the Caucasus. Till lately, the imports of Britain into the country were conveyed by way of Bushire which is the only port in the gulf of Persia since Gombroon or Bunder Abbas, opposite the famous Ormuz, has long ceased to hold its former supremacy. We are informed that English East India-men at one time sailed direct from Europe and landed their cargoes in this harbour, but the annual amount of customs does not now exceed four thousand Ducats. In our own times the exports of Britain were first sent to India and then re-shipped for Persia by a most circuitous channel. It is with great propriety therefore, that an endeavour has lately been made to open a road from Trebizond on the Black sea, to the northern provinces of Persia. With due prudence it cannot fail to become a most valuable opening to Britain, for it brings her goods into those parts of Persia which are most stored with other European fabrics, and gives a fair opportunity for a just competition with them. Since it is equally inconvenient for the Russians to send their goods south of Isphahan, as it was for the English to carry them beyond that city, the trade by Trebizond places the rival powers on a more equal footing, and it will be remarkable if the experience of a very few years does not bear testimony to the greater consumption of British goods in Persia. That route has great advantages over those in the Levant from Aleppo or Damascus, for both the Euphrates and Tigris traverse inhospitable countries, and there is no safe road into Persia from these cities but by way of Bagdad. At present the things which are sent beyond that city, are mere trifles, for there is a loss in pushing on the greater and more common articles. The eastern provinces of Persia about Herat and Meshid, are partly supplied from Candahar in the kingdom of Cabool, which is a better line of commerce than would generally be believed. A boat may reach the coast of Mekran in ten days from Bombay, and Candahar is but 18 easy marches from the sea. It is therefore a most valuable position, as the Indian exports which reach it, branch eastward into Cabool and westward into Persia. In this direction too, there is no competition from any other nation.

3.—**FOREIGN NATIONS WHICH TRADE WITH PERSIA. DESCRIPTION OF GOODS INTRODUCED.**—With the command of position acquired by the English from their possessions in India, it is a matter of surprise that any other nation should be at all able to appear in the gulf of Persia as a trader. Yet the case is very different and many of the imports into Bushire are of foreign manufacture. The Dutch are in the habit of trading with this part, and have lately established a Company for the purpose, tho' their operations have been at no time very active and are now suspended from fear of the plague. They send indigo, spices, sugar and coffee of their own produce from Batavia—but they import little cloth, and their indigo is inferior to the article produced in India. When the Hollanders do not find a sale for their goods at Bushire they take them on to Bussora. The French import the same articles as the Dutch from their settlement in Bourbon and the neighbourhood. But the most formidable rivals are the Americans who have only entered lately on this trade—at present they land most of their cargoes on the east coast of Africa from which they find their way to Muscat and Persia. Hitherto they have only sent their white goods and with them they have spread an opinion, which was repeated to me by the Armenian merchants of Isphahan, that their cloths were superior to British because the cotton is produced in their own country and uninjured by pressing. It is said to wear and wash well, and if this cloth were introduced more extensively, the merchants assure me it would have a good sale. Very little of it has been hitherto imported. The chintzes of India, which are manufactured at Masulipatam, have also a great consumption in Persia and have of late years been preferred to English. There is not sufficient attention given to the brightness and variety of the pattern in England, and it is also certain that the native manufactures of India, tho' much coarser, retain their hue and brilliancy much longer. The demand for them, is therefore on the increase, which is the more worthy of notice as the English chintzes for a long time superseded those of India, and are now sold cheaper than those of Masulipatam. We have stated that the Russians introduce their manufactures into Northern Persia, and they also import the fine polish chintz which I have described, at Bokhara. There is no similar manufacture of the English to compete with it, and it is also in great demand throughout Persia. The English do not therefore keep the ground which they might maintain in the chintz trade both from their position and superiority of manufacture.

4.—**HINTS FOR IMPROVING THE TRADE TO PERSIA.**—Towards the improvement of the Commerce with Persia, there are other points to be considered than the routes which ought to be

pursued—but these are of great importance since a number of outlets must be favorable to an increased sale. While we improve the communication from the west by Trebizond, we should not neglect it by the east from Candahar: that road is safe, but the Chief exacts exorbitant and irregular duties which he might be disposed to arrange on representation, as he professes a friendship for the British nation. It is at the same time practicable to open a better route into Persia by the river Karoon, a navigable stream west of Bushire which unites with the Euphrates or Shat-ool Arab before it falls into the gulf. Goods sent up the Karoon would be thrown at once into the heart of Persia, but it may be doubted if the Persian authorities have either power or inclination to effect any such change. It would require their cordial co-operation, because the country that lies between the Karoon and Isphahan is wild and unsettled—next to the lines of route, the kind of articles to be imported must be considered. English cloth bears a far higher reputation in Persia than Russian, but the colour which is in demand, depends upon the fashion, and if due attention is not paid to it, a merchant will sustain loss. When I was in Persia in the end of 1832, the colours most in request, were Oxford blue, blue and brown; next year they may change to red and grey—but it may be remarked, that if dark coloured, they generally sell best. The outer garment of most respectable persons, is made of broad cloth, and a cheap kind that will keep its colour is the best for export. No high priced goods of any description should ever be sent into these countries, for property is insecure and all persons will purchase that which is cheapest if it be but respectable. The Persians however, are fond of fine cloths and will pay a liberal price for them. I remarked on approaching the sea coast, that the common people dress better, I presume because the goods are cheaper, or that there is greater temptation to buy them. This is observable in particular at Shiraz in the case of broad cloths a sombre colour will be most prized, but it is quite the reverse with chintzes which should be highly coloured. The patterns also, should be frequently changed, which will not only ensure a better sale but a more constant one, as they are a people fond of novelty: a profit of 30 and 40 per cent, is often derived in the Persian trade, but the mercantile community of this country, are neither strict nor honorable, and an European trader must deal among them with caution. They are very liable to overtrade and few of them have any capital. Bankruptcies are common, and fifteen considerable merchants failed last year in Isphahan simply from the non arrival of Silk from Gilan on the Caspian. It is also necessary to be cautious regarding the coinage, for it is liable to alteration according to the pleasure of the monarch. A Persian Ducat now bears a value of 9 kurans or rupees, while it was only held at 8 last year. The increase has arisen from the Prince Royal taking the field, and His Majesty's desire to better his coffers. He does not seem to have considered that since nothing ever goes out of his treasury and he only receives to horde, he himself must be the loser. From what I saw of the market in Persia, if money may be lost from this cause, I am also sure that great sums might be realized, for there is a scarcity of gold, and it may be transferred with profit from one province to another. Cutlery is a good article for export to Persia, and there is perhaps nothing that would sell so profitably as good flint locks. They must be good, for it is to be remembered they are supplied from Constantinople and also from Russia, and though their workmanship is inferior, it is by no means bad. All the hardware in the country is brought from Russia.

5.—**SINGULAR INSTANCE OF COMMERCIAL ENTERPRIZE, ADVANTAGES HELD OUT FROM THAT INSTANCE.**—On the banks of the Caspian I had a singular instance of the wide extent to which the articles of import into Persia are scattered in the case of China Sugar Candy. I there met a merchant at Astrabad with an investment of that article with which he was proceeding to Khiva. He had purchased it at Tehran and was embarking at a small port called Kara tuppa, and would coast along the east side of the Caspian by Hoosen Kouli, Chelken isle, and the bay of Balkan to a place called Okh, which is but ten days journey and due west from Khiva. Here he intended to disembark his property and forward it by hired camels belonging to the Toorkmuns, which he assured me he could do without fear, since the barbarous part of that community lie south of the road to Khiva, and between it and Persia. What a proof of enterprize have we in this single fact! The Sugar had been first brought from China to Bombay, shipped from thence to Bushire, and then sent inland to Tehran and the banks of the Caspian where it was a third time embarked and transported across a desert to Khiva! it would there meet the Sugar of our west. India possessions, which is expected by the Russians, which would place the products of America and China in competition with each other in the centre of Asia. I have before observed, that the Sugar Candy of China sent from India, does not bear the expence of transport beyond Cabool, and does not therefore, find its way to Bokhara. In the instance before us, we have the same commodity pushed far beyond that city by the route of Persia, which will better suggest the other advantages to be reaped from this route than any further remarks on my part. I have only to observe, that if a bulky, and by no means valuable commodity, brought from so vast a distance as China, can be sent to such a remote quarter of Asia and bring a profit to the trader, that same route may be used with still greater advantage as another channel for the export of British manufactures.

ALEXANDER BURNES.

EUROPEAN INTELLIGENCE.

HOUSE OF COMMONS.—FEB. 21.

LIGHT-HOUSES.

Mr. HUME said that he had now to submit to the house a proposition of a very different nature, to which he trusted that no objection would be offered. The subject was one of considerable importance to the shipping interest, as it related to the duties levied upon it to defray the charges of public and private lighthouses. In the year 1821, when he first brought this matter forward, he hoped that his exertions would be followed by a considerable reduction in those duties. He had, however, given the subject up because he understood that the committee upon foreign trade had taken it under their care, and had made a valuable report full of details upon it. In that report, which was presented in 1823, they pointed out in a very able and distinct manner the injury which these duties inflicted on the shipping interest. They did not question the right of the Crown to grant leases of public lights to private individuals; but they proposed that as the present leases fell in they should not be renewed, but should be granted to the Trinity Board for the benefit of the public. He was sorry to say that instead of that recommendation having been adopted, the Dungeness leases for the lights at Harwich, at Orfordness, and at Winterton, had been renewed to Mr. Coke, and other private individuals,—a proceeding by which a tax of 30,000*l.* had been inflicted upon our mercantile navy. He would read the amount of the expense which had been incurred by the shipping interest since the renewal of three of these leases. The lessees of Winterton Lighthouse in compliance with an order of that house had made a return stating that in 21 months after the renewal of their lease, they cleared, over and above the expense of maintaining the lights, the sum of 22,000*l.* of which 11,000*l.* went to Lord Braybrooke and his family, and 11,000*l.* to the Commissioners of Woods and Forests. Now that lease had been renewed in spite of the pledge of two ministers to the contrary. He contended that the King had no prerogative to tax a portion of his subjects for the benefit of another portion by means of these leases. The tax was imposed for the purpose of maintaining the lights, and ought not to exceed the expense of maintaining them, whereas in the last 40 years the lights at Winterton and Orfordness had produced no less a sum than 22,000*l.* a year to private individuals. It would be his duty, when the returns for which he was going to move, and to which he believed there was no objection, were laid upon the table of the house, to move for a select committee to see how far these charges might be reduced or otherwise altered. At present the lighthouse at Dungeness produced 8,000*l.* a year, and the lighthouse at Harwich 4,000*l.* a year, whilst that at Winterton as he had already stated, produced a much larger sum. He was happy to state, that since the year 1822 the Trinity-house had reduced the charges for the lights under its care full one half; but he was of opinion that a much greater reduction was required by the present depressed state of our shipping interest. The hon. member then proceeded to state the amount of sums levied upon the merchant service by means of these duties. In the year 1828, when the last returns were made, the amount of rates levied for lights was in England, 69,000*l.*; in Scotland, 34,000*l.*; and in Ireland, 36,000*l.*; making a total of 139,000*l.* If to this sum were added 29,000*l.* for the three private lights which he had just mentioned, it would make a total of 168,000*l.* thus levied upon the mercantile shipping. There were seven other private light-houses, from which he had not obtained a return of income, but reckoning it upon a low scale, he thought that he might estimate the entire revenue raised by lighthouses at 184,000*l.* or 190,000*l.* He contended that the whole of this system wanted revision. One would suppose that in selecting individuals for the management of light-houses, care would be taken to select individuals who were either acquainted with their management, or conversant with the sea and naval affairs. This was the Trinity-house in London had generally exercised but such was not the case in Scotland and Ireland. He had got a list of the managers of Scotch lights, who were all of them either bailies or lawyers. There was the Provost of Glasgow, the Provost of Inverness, the Sheriff Depute of Lanark, and others of a smaller kidney; but there was not one naval man in all that management, although it had 34,000*l.* a year to spend in the maintenance of light-houses. They had a very able man under them as engineer, but to suppose that they knew anything of lights, was a supposition too preposterous to be entertained for a moment. Now, if Scotland was bad, Ireland was still worse. There was a Ballast Board at Dublin, which had the power of erecting light-houses on the coast of Ireland, and of spending 36,000*l.* a year in their maintenance and erection. The members, 88, were all bankers, not one naval man acted with them, and thus there could not be over the shipping interest that superintendence which it required. He felt that it was the duty of Government to render these duties as light as possible, because they affected our commerce very rigorously. He was aware that the Trinity Board were indeed round with charters, but he understood that they were not unwilling to meet the Government upon fair terms. He contended that the Trinity Board was composed of men who did justice to the charge reposed in them, but he could not say the same of the Scotch bailies and lawyers who knew little about light-houses, nor of the Irish bankers, who in all probability knew less. The lights ought to be taken from these worthless (A laugh.) He was quite sincere, he would extinguish those northern lights entirely (A laugh), and would not allow the Ballast Board to exist any longer. (Hear.) Before any thing more was done upon this subject, he was desirous of knowing what had been done since the report of 1828. He was perfectly aware of the improvements effected by the Trinity-house; but what he wanted to ascertain was, the amount of the sums raised by these private lights, by what he must call an illegal exercise of the prerogative. There was another point of view in which he looked upon this matter as important. Besides the sums thus paid by the owners of our mercantile marine, the country was obliged to pay every year a sum in hard cash to the proprietors of these lights. Since the establishment of the reciprocity system, the British Government was bound by treaty to defray all the extra charges which our vessels had to pay in our ports, beyond those which our vessels paid in foreign parts. Now, in addition to the enormous profits which the proprietors of these lights extracted from the British merchant Government was obliged to pay to them out of the Exchequer, certain sums on account of these foreign ships. He considered this to be a subject of greater importance than many persons thought, as it charged a sum of 200,000*l.* a year upon the shipping and commerce of the country. That was

worth attention at all times; but particularly when the shipping interest was so much affected. He concluded by moving for a series of resolutions relative to the amount of revenue derived from lighthouses, public as well as private, in England, Scotland, and Ireland, from the year 1828 to the year 1831, and to the appropriation of that revenue in each year.

Mr. ROBINSON seconded the motion, but proposed that there should be an additional resolution stating how far the leases of lights granted by the Crown to private individuals were now unexpired. He likewise complained that all governments had jobbed in these leases.

Mr. P. THOMSON did not object to the production of these returns; on the contrary, he was glad that the hon. member for Middlesex had moved for them. The subject deserved the attention of the house, and when the returns were on the table, it would be for the house to consider in what way it would deal with the matter to which they referred. He was decidedly of opinion that the rights of the trading community should not be conceded to private individuals, when the concession, as in the case of these leases, pressed heavily on the shipping interest and the commerce of the country. (Hear.) He should be most happy if any arrangement could be made by which the present pressure could be removed. (Hear.) He was of opinion that the leases which had been renewed since the delivery of the report of the committee on foreign trade, ought not to have been renewed; but that the light-houses, so leased to private individuals, should have been placed under the care of the Trinity Board. He denied that the present Government had jobbed at all in these leases. The only leases which had fallen in since the present Government was in office, were the leases of the light-houses on the two Forelands. They had been previously held by Greenwich Hospital. Government had placed them at the disposal of the Trinity Board, with a desire that no further charge should be imposed upon vessels passing them, than what was necessary to defray the expense of maintaining the lights. By so doing, they had taken a charge off the shipping interest amounting to 5,000*l.* or 5,000*l.* a year. He could assure the hon. member that the attention of the government had been directed to this subject, and a measure was in contemplation for the purpose of investing the government with additional powers with respect to the private light-houses, and for placing them (as we understood the right hon. gentleman) under the control of some responsible authority.

Sir R. PEEL did not rise to offer any opposition to the notion of the hon. member for Middlesex, in the principle of which he concurred, for he thought it extremely desirable that the control of these private lights should be given to some responsible public body. He rose to defend the late government from the imputation cast upon it, that it had renewed leases of some of these lights for party purposes. Now, it so happened that the only leases renewed by the late government of such property, were in the instances, in neither of which could there be the slightest shadow of hope that they would be beneficial to the party view. The renewals of Braybrooke and Mr. Coke, of Newlyn, in both cases the light-houses had been bought by those individuals, and had been the property of their ancestors. Whether such renewals were politic or not, was not the question, all he contended for was that there was no pretence for saying that they were given for any corrupt purpose. (Hear, hear.)

HOUSE OF COMMONS.—THURSDAY, MARCH 7.

REDUCTION OF OFFICIAL SALARIES.

Mr. HUDSON, after a short speech, of which not a syllable was audible in the gallery, moved a resolution for a graduated reduction in the pay and salaries of all persons employed in the public service, and in all superannuation allowances, half-pay, and pensions paid out of the public money. Mr. T. ATTWOOD felt it to be his painful duty to second the motion which had just been made by the hon. member, whose name he did not know, and of whose constituents he was equally ignorant. He was well aware that the noble lords and hon. gentlemen who were in possession of pensions and sinecures could ill afford to submit to any reduction, but he was well assured that all the productive classes of society had for many years past been compelled to submit to a much greater reduction in their annual incomes. He was aware that for the last seven years the farmer had either had his income totally destroyed, or if he had had any income at all, had derived it by letting his land go gradually out of cultivation. He was likewise aware that during the same period the manufacturer had only made his income out of the decomposition of his capital. He was convinced that during that time all the productive classes had suffered considerably, and therefore he thought that the unproductive classes—the holders of pensions and sinecures—should also suffer some reduction of their respective incomes. There was one class of men for whom he entertained the highest respect,—he meant the military class. They had done honour to the country, and would, he believed, continue to do honour to it; but they had had their pay raised, as every body knew, from 6*d.* to 13*d.* a day, owing, as it was said, to the change in the currency. Now, it was not fair that such a sum should be paid to the soldiers, when the agricultural and manufacturing labourers had their wages reduced to little more than a third of their former value. He hoped that in the present session of Parliament, the house would adopt some measures which would prevent the cruel necessity of cutting down the pensions and salaries of official personages in the same terrific way as the profits of the other classes of the community had been cut down within the last seven years. He concluded by again expressing his determination to support the motion.

Mr. HUME thought that nothing could be of greater importance than that the house should adopt a rule for the adequate payment of the public service. To enable the house to lay down such a rule, he would state, that on two different occasions, once in 1822 upon his motion, and again at a more recent period upon the motion of the right hon. baronet opposite (Sir J. Graham we believe), the house had resolved that all official salaries be reduced so as to approximate to what they were in 1792. In consequence of those motions being carried, and carried by the said of the noble lord opposite, the whole of the civil establishments of the country were revised. There were now two folio volumes of reports on the table of the house relating to the changes which the committee thought ought to be made in each of the departments. Those changes had not yet been made to the extent which the committee recommended; but if gentlemen would take up the reports, they would see that there were some offices with salaries of from 300*l.* to 500*l.* a year which

6 621 686 149

IN 1831 THEY WERE:—	
In Bills.....	3,878,378,500
In Specie.....	815,607,121
In Mand. de Vir.....	2,727,34,324

7,221,109,945

The relations between the Bank and the Treasury have been this year regulated in a manner different to that of the preceding years; besides the *bons royaux* falling due at divers periods, from three months to a year, amounting to 12,983,833 francs, and producing 483,833fr. that it has discounted, the Bank, by a compact with the Minister of the Finances, has engaged to make to the Treasury advances in current accounts at an interest of 4 per cent. on its part, but not reciprocal. This current account is guaranteed by a deposit at the Bank, of a sum in *bons royaux*, equal to the advances it is called to make. This operation, which is very advantageous to the Treasury, since it enables it to avoid keeping a considerable and permanent quantity of cash, is likewise expedient for the Bank, which ought to seek all possible means of extending its relations with the Government. It hopes that the Minister of the Finances, appreciating how advantageous this treaty is to the Treasury, will enable the Bank to make advances more considerable than they were in 1832. This account, which commenced on the 22d of March, never exceeded an advance of 38 millions, and too often was reduced to two or three millions. The *bons royaux* discounted, moreover, and in hand at the Bank at the same period, amounted to 10,500,000fr. At the same meeting, M. Odier was re-elected Censor for three years; and Messrs. Delessert, M. Henry Hottinguer (in the room of his father, who has resigned), and Pillet-Will, Regents for five years; M. Joseph Perier was elected Regent for three years only, in the room of the late M. Casimir Perier, whose functions would have ceased on December 31, 1835.—*Courier*, Feb. 8.

MINING OPERATIONS IN BRAZIL.

(From the *Messenger*, a French paper published at Rio de Janeiro, of the 12th of December.)

The journals devoted to order and liberty are daily making fresh efforts, and surpassing their past performances. The *Diario do Governo*, the *Aurora*, the *Verdade*, the *Independente*, the *Nacional*, the *Recopilador*, and the two commercial journals, have for some time past been in the habit of originating or republishing articles of great and permanent interest on the different branches of our industry; two in particular, one inserted in the *Verdade*, on the mining operations of the province of Minas, and the other in the *Aurora*, on the new process of sugar-making in a vacuum, by which 36 per cent. is gained, appear to merit the attention of the Government. We hear give an analysis of the former, and intend to notice the latter on a future occasion.

"We learn," says the *Verdade*, "that the mining company of San José is dissolved. That company expended annually, without obtaining any profit, from 150 to 200 contos of reis, and thus sacrificed at least 500 to 600 contos. The greater part of the European miners employed by the company have already returned to Europe, and the rest are on their way to the capital to embark for the same destination. About 150 slaves belonging to the company are on sale, and an establishment which gave life and prosperity to this town will very soon be completely extinct."

"With no less regret we find that the San João company, of which Mr. Charles Herring, a gentleman highly esteemed by all who knew him, was the director, has hitherto had no success, notwithstanding the gigantic labours which have been executed under the management of his excellent management. He has, however, gained the good wishes of all the inhabitants, who, notwithstanding the great number of men employed at the mine, never had occasion to make a complaint. What a loss must not the failure of such an establishment be to the district of the Montes, where it circulated 800 contos of reis, and besides, instructed the inhabitants in a multitude of processes and handicrafts previously unknown to them."

"Here the writer of the article expresses a hope that the company will not break up, but will remove further north in the province. He is surprised that mining estates which were formerly so rich do not continue to possess the same character in the hands of the two companies. There remain, however, two small establishments in the same district. These continue to obtain gold, and are daily improving. One which is at San José, belongs to a Senhor Mellivar; the other is at Prados, five leagues from San João. They were formerly prodigiously rich, and it is hoped that they will yet be rendered very productive."

"One thing which astonishes us (continues the writer) is, that no traveller has yet given a mineralogical description or history of the management of Gongo Soco, the richest of all the mines now worked, though doubtless there exist to the north of the province some which are equal, and perhaps superior to it. The duty of the fifth which the Government levies is of such importance that the public must wish to be acquainted with the mode of working, not only from curiosity, but for the purpose of profiting by a knowledge of the processes and precautions employed, and also of ascertaining what advantage might be obtained if mining labour were performed by freemen. It is well known that a report of labours, expenses, receipts, and remarkable occurrences of this immense establishment is published quarterly, and that every member of the company in London receives a copy. Why are not these reports translated, in order that every Brazilian, and every traveller, may have the opportunity of comparing the manager's description, which is executed with great ability, with what is done? Every one still speaks of the time when the worthy Captain Lyon managed the establishment, of his frankness, and the pains he took to instruct his visitors, whether miners or agriculturists, whom his cordiality attracted, and who never returned without having found in him a friend not only ready to give them advice, but to assist them in forming any works which they might wish to establish after the example of his. We are indebted to him for many improvements in the employment of his machines used in constructing galleries and wells, works which he always superintended at Gongo Soco, descending daily into the subterranean labyrinths of their mines, many parts of which are very dangerous."

"We have therefore much reason to deplore the severe malady of the eyes which some weeks ago

obliged him to abandon his own mines at Morro Velho, but he carries with him the benedictions of the inhabitants of Gongo, and of all Minas, who daily put up prayers for his return."

It is a fact which we take pleasure in publishing, that of all the mining companies formed by the English on the American continent since 1824, and in which they have lost more than 25,000,000 of piastres, none (omitting Macabius, which promises some profit) have prospered, except those directed by this gentleman. Bolaños, in Mexico, which was under his management, is now one of the richest mines of silver in the world, and yields more than 2,000,000 piastres per annum. It presented almost insurmountable difficulties, which could only have been overcome by the energy of such a superintendent.

He no sooner took upon himself the management of the Gongo Soco than the produce became superior to whatever had been known before or has since been obtained. When he went away such organization and order were established (particularly in the subterranean works), that it appeared impossible afterwards to go wrong. He left mountains of *jacutinga aurifera* (created by the excavation of the galleries) too poor for lavage, but which when ground in die mills, the construction of which he planned, yielded an immense portion of gold, estimated at nearly 60 arrobas. This was the first instance of the *jacutinga* being turned to profit.

On leaving the Gongo, Captain Lyon joined Mr. Frederick Waire in purchasing the famous mines of Morro Velho and Santa Rita. There they soon showed what may be effected by a spirit of system, and by science, energy, and affability towards inferiors.

The traveller who in passing through these remote districts is attracted to the establishment by the reputation of its hospitality, never fails, be he Brazilian or foreigner, to observe how much may be accomplished by small means under a regular and methodical system. How many things does he there see, the imitation of which would be profitable! Much is to be gained merely from the example afforded of good discipline and the kind treatment of inferiors and slaves. But we are digressing from our object, which is to describe the result of the last operation, that of the fourth mine called Taguaril. When Captain Lyon re-opened it, it had been abandoned for more than 70 years, and the obstruction occasioned by the debris of earth and falling in of the galleries had partially blocked it up. But always at the head of the labourers and at the point of danger, Captain Lyon at last reached the vein of metal, when he was attacked with the unfortunate disorder in his eyes. Within a few weeks after several pounds of gold were daily extracted, sometimes even six or seven, and this quantity was obtained by one fourth of the labourers employed at the Gongo.

Here, then, are four highly productive mines, three of which are the first in the world, all opened or restored by a single successful director, or rather, by an energetic and creative genius.

One observation remains to be made respecting the Macabius Company, whose principal mines are situated at Cuyaba, at a quarter of a league from Sabara, and called Da Emilia, and others at Macabius. These last, which are said to be extremely rich, have not yet justified their reputation, and much cannot be said in praise of the Emilia mines. The most solid basis of the company's fortune appears to be a mass of auriferous stone, not rich, but so enormous that 500 miners working for a century would not exhaust it.

The operation occupies little expense, and the present manager, M. Fernand Osenforte, superintends it with economy and intelligence. Nothing is wanting as to the sufficiency and convenience of the works, in which all the expenses of transport are saved, so that it is expected a produce proportionate to the immense capital employed will soon be obtained.

There our countrymen may see in practice the invention of the inclined plane, for the conveyance of the rough stone to great distances in two waggons moved by their own weight.

Few Englishmen are employed, at most 16 or 18; few free labourers of the country, perhaps 30; but there are 500 or 600 negro slaves.

In 1830, Gongo Soco possessed 396 slaves; the mortality among the adults is great. There are 200 Englishmen. Many of the English miners have left Gongo within the last two years. It is true a number of others arrive; but the expense of all these goings and comings must be considerable. About a month ago a remittance of gold, which after the deduction of the fifth, still weighed 600lb arrived at Rio de Janeiro, and within these few days another of equal value has been received. Nevertheless, the English concur in stating that the mine does not pay more than 15 or 16 per cent. on the first outlay, a circumstance which gives reason to suspect that much superfluous expense must be incurred. It is true that to offices of so much responsibility as those of this establishment, proportionate salaries out to be attached.

Accordingly, Captain Lyon had 2,500l. sterling, and he merited this salary so well that at the expiration of this three years he was offered 3,300l., or nearly three arrobas of gold, which he did not accept. Mr. Skirret, the present manager, receives 2,000l. sterling, besides 1000 or 5000 cruzaes, destined by the liberality of the Board in London to enable him to defray on account of the company the expense of hospitality to every visitor.

We are informed that the mining company of Cota-Branca, the head agent for which was an English Lieutenant-Colonel, who at first intended to purchase the rich mine of Cocoes, is already dissolved. It is much to be deplored that such a company, able as it was to make important discoveries, and to execute immense works, should be reduced to this state. The mine of Cota-Branca is, however, good, and the fault cannot be attributed to it. The blame must, therefore, be borne by the management. In fact, enormous sums have been expended for purposes which had no reference to mining. The first project of this company was to explore places in which mines had not yet been worked. Would to Heaven that it had accomplished this object; that it had penetrated into the *sertões* (inland districts of the north) instead of sojourning so long in the inhabited places! Perhaps we should now have had new mines equal to those of Cocoes, Taguaril, Condonga, Itabira, Conceição, and others, which, to yield as much as the Gongo, would require only the application of the same means in conducting the operations.

Who would believe that this company, when formed, assumed the title of the "Cocoes Company" without having purchased that mine, and that, within two years, it expended nearly 400 contos of reis, without obtaining the proprietorship of Cocoes, or any other mine? In this manner the unfortunate English speculators are misled and deceived as to the resources of the province of Minas, where a hundred mining societies might be formed, all of which would prosper were they directed from the

beginning by men of probity and simple manners, seriously devoted to business; but they must not imagine that a mere commission as head of an undertaking converts such an agent into a Prince, and they must not be unwilling to depart from beaten paths, nor disdain to make themselves acquainted with the language and laws of the country, and to conciliate the good-will of the inhabitants. It is only in this way that they can succeed.

It would be interesting to know what number of pounds of gold the Gongo Soco mine produced when it belonged to the 14 heirs. It is not within our knowledge that this mine now so rich, ever yielded under the old management a daily produce superior to that which is drawn from the mines of Cocoes, Taguaril, Itabira, and Condonga. However, it is not altogether hazardous to conclude that these mines would yield an increased produce equal to that obtained at the Gongo Soco, if they were worked with the same resources and talent which Captain Lyon applied to the latter mine, and probably the produce would be still greater.

There are still two companies of Brazilians and foreigners, the one of the Morra da Gloria and the Bella Fama, managed with great energy by Colonel Troule; and the other, that of the Galinheiro, near Cuyaba, which is under the direction of Don Joan de Serano, and an engineer, well conversant with the mathematical and physical sciences.

A few days ago Mr. Morgan (who has already obtained the good opinion of Brazilians as His Britannic Majesty's Vice-Consul at Rio de Janeiro) passed through here, to take part in the administration of the mine of Gongo Soco, which, in truth, is very agreeable to all of us.

Ouro Preto, Nov. 8, 1832.

SEAL-CATCHING ADVENTURE IN THE HEBRIDES.

In a north-west direction, and about forty miles distant from the Butt of the Lewis, "placed far amid the melancholy main," is Sulisker, a small island, rather rocky, in the Atlantic, to which an immense number of seals is in the habit of repairing at a certain period of the year. This period is the month of September or October, when a boat generally goes thither every year from Ness, for the purpose of killing seals, and bringing home with them the skins and oil for sale. Ness, it may be mentioned, is the northernmost and, consequently the remotest district in the Lewis. It is inhabited by a singular and primitive race of undoubted Scandinavian origin, totally dissimilar from those who inhabit the other portions of the island, and exhibiting in this as in other enterprises equally daring, a hardness and moral courage, added to a caution and perseverance, rarely to be found among any people. About nine weeks ago, a boat left Ness on her usual trip to Sulisker. She contained seven persons, some of them far advanced in years, having their grandchildren along with them in the boat! The weather became very boisterous shortly after this weak but adventurous band left their homes and pushed to sea. This gave some cause of uneasiness at the time, which, however, did not increase till the usual period of returning had considerably elapsed without the appearance of the Sulisker expedition, when great and renewed anxiety was entertained by their friends on their account. The feeling soon became general; and so great an interest was felt in their safety, that although the weather was still stormy, a vessel was immediately despatched by her humane owners to rescue them, if possible, from the island; if, as was supposed, their detention was occasioned by the loss of the boat, from the violence of the waves, after having reached their destination. On arriving at Sulisker, the boat was found by the vessel in question in fragments among the rocks, so far verifying the conjecture previously formed; but the men were not there. A signal, however, was found flying from an oar which was standing on the rock. A pot containing some wild fowl, which had been in the process of cooking, was also found hanging over the dead embers in the fire-place of a hut which had been erected. Various other indications of precipitate departure as well as of recent occupancy were seen, all of them inducing the belief that the boatmen had landed in safety, and were rescued from their lone and horrible situation by some ship, to which they had made the signal alluded to; consequently, on the vessel's return to Stornoway, the fears of the community were greatly allayed. Weeks—long and anxious weeks, however, passed on, affording plenty of time for intelligence if they had been landed on any part of the kingdom; but still there was no word from these poor Ness adventurers, till lately, when a vessel arrived at Stornoway, mentioning that she had spoken with another vessel at sea, the captain of which stated, that he had a few days previous, picked off a rock in the Atlantic, seven men, who were of a strange outlandish appearance—could speak no English, merely clapping him on the shoulder by way of testifying their thanks for his services—and of whom he could, consequently, give no other account than that they seemed greatly distressed, and were landed by him, at their own request, on a neighbouring island, which was inhabited. The people thus spoken of were at once conjectured to be the missing Nessmen, and the Island to be Rona, which is another hyperborean solitude adjacent to Sulisker, than which it is something larger, and is inhabited by only one family, natives of Ness. In consequence of the information alluded to, Capt. Oliver, of the Prince of Wales revenue cruiser, handsomely volunteered to proceed to Rona, to ascertain if the people were there, and if so, to take them off. He left Stornoway on the 20th ult. and reached that solitary spot on the morning of the following Saturday, when he hoisted his colours and fired a gun, which roused the people on shore, who came running along the Island from their hut, and among them were recognized the unlucky seal-catchers. The sea at the time ran mountains high, fring-

ing the unsheltered Rona with its foam, whose misty spray flew wildly upwards, almost shrouding it from the cutter's sight. This island, which, from its rocky iron-bound formation, is scarcely at any time accessible, could now only be approached in one place, where at the greatest risk and by means of ropes, on which they came swinging down a rock of immense height, the people were received into the cutter's boat. Captain Oliver arrived on Monday, bringing the exiles of Sulisker and Rona to their rejoicing friends. They state that they were a fortnight at Sulisker before they were taken off, and placed on the other island. The boat was stowed in the night they reached. They got nothing on the island, save a few wildfowl which they had salted for their winter's provision—a melancholy prospect! They saw several vessels to which they in vain made signals for relief, and were looking hourly for death from hunger and cold, when they were rescued by a vessel, which, from the description given of her, must have been the *Greenland* or the *strait*, and manned, as would have it, by brother adventurers, who speak in the most grateful terms of the liveries, and are vowing never to venture on another seal-catching expedition. Captain Oliver, whose humane exertions in this matter, from him to the highest praise, left a fair bread with the lonely occupant of Rona, up for the breach which must have been his limited stores by the intrusive visitors, during their six weeks stay with him, however, which he would much rather have prolonged; for he is said to have been departing with these temporary companions, which is one of the most wild on the face of the creation.—*Inverness*.

BIVOUAC IN THE CAUCASUS. To Shura, 25th October.—There is out of the common way in a bivouac such a sky as this, in the depth of the night.

The troops are about in small parties, of the Lilliputian pyramids, the ed with their fire-locks; one is snoring his calf-skin knapsack, another brooding and steeping it in his leathern bag, are just come in, laden with bread, dried branches, and others are some jovial fellow, splitting the gibes and crotchets. The soldiers, their fast with the field-officers, snacks with a brother-sub, who is better lined than their own. The thrust his lance into the ground, and he is out at full length on the v. Parti-coloured troops of Asiatic h. galloping backwards and forward, law but that of perpetual motion; jaded animals, who have dragged the of the army to the appointed station, stripped of leathern bondage, and masticating the scant allowance handed out to them. Those campaigning will deem the baggage we drag after us a marvel, it crawls and spreads, and stretches out into length interminable. The Trans-Caucasian regiments, in fact, are a migratory band, constantly moving from one region to another, and their entire goods and chattels, therefore, shift their quarters inseparably with them; they never hide but in a hostile country, often, nay almost always, destitute, not merely of the conveniences, but the very necessities of life, and on many occasions are compelled to transport even their fuel with them. The drums are beating to arms; all is in motion; horses neighing and pricking their ears; the drivers loading their vehicles afresh; the artillerymen piling bundles of grass on their pieces; the men falling into their ranks; grooms buckling their saddle-girths; all around hum and bustle, even to the very cocks and hens, which have contracted military habits, and run off to their quarters where the poor animals are made prisoners with a string to one leg, and learn to ride and practise saltatory and equilibrial movements. Again the drums are pealing; we must break ground. "Now, men, left shoulders forward! March!" Pankratieff is at our head, and we are off to Erpilei.—*Letter from a Russian Officer.*

THE FAMILY PARTY; OR, WAYS AND MEANS.

AN ECONOMICAL ODE.

[From the *Belfast Guardian*.]

"We're eight—and we must eat."—OUR RAVEN.

"Quis supper-a-bit?"—DUBLIN TIMES.

DAN, MAURISH, MORGAN, CHARLES, and JOHN—all Rejoicing in the name O'CONNELL, FITZSIMON—FINN and DOCTOR BALDWIN—St. STEPHEN'S Chapel are installed in. Eighty jolly, fine, bould Irish rollickers—A family of wags and frolickers—Set out for—to set up in—London, Either to do—or to be undone; The case no doubt is vastly far ny. But won't it cost a dale of money? Imprimis—all the eight must "qualify," Ere they as Senators can jollify: Item: The Aitables for eight, Including Praties with the Mail, Item: the Dhrink—the Dhrink—the Dhrink—Right Irish throats are such a sink! Item: the boots, shoes, hats and Toggery, Essential to all dacent roguery: Item: Dry lodgings for the assembly, Upon the first floor down the chimney! Item: the washer woman's pences: Item: the travelling expences: Item: stray coppers for the mobs For riots—shouts and other jobs,—When these Eight Items are purvided, By joint stock purse—or purse divided, No doubt this Senatorial party Will be right rollicking and hearty; No Eight on earth for mischiefier;—But,—who the D—l's to pay the Piper?????

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